

To: I-405 Program Executive Committee

From: Project Management Team

Date: May 20, 2002

Subject: Funding and Phasing Subcommittee Report

BACKGROUND

Several significant funding proposals are currently in development for regional transportation improvement projects, including I-405. A statewide ballot measure is scheduled to be on the ballot this fall. Potentially dovetailing with this proposal is work underway to develop a regional ballot measure to fund major Puget Sound transportation projects. As part of this effort, county executives from Pierce, King and Snohomish County recently issued a regional project list and funding proposal for consideration by the Regional Transportation Improvement District (RTID). Outlined below is a summary of the funding currently allocated to I-405 from these two (statewide and regional) proposals.

The I-405 Funding and Phasing Subcommittee has been tasked with developing an implementation plan for the I-405 Program's preferred alternative that reflects possible funding sources. The subcommittee met on May 14, 2002 to begin developing implementation principles and concepts. The purpose of this memo is to summarize the subcommittee's recommendations to be presented at a special Executive Committee meeting on May 22, 2002.

Funding Allocated to I-405:

- **Statewide Referendum: \$1.77 B**
 - Engineering & Right-of-way
 - 5% Design for Full Corridor
 - SR 167/I-405 Interchange
 - SB I-405 (SE 8th – Factoria)

 - **Regional Referendum:**
 - I-405 Capacity \$1.0 - 1.45 B (*Includes tolls*)
 - I-405 Transit \$ 330 M
 - Other \$ 500 M
- Total \$3.6 - 4 B**

Funding Schedule/Process

The I-405 committees will be working on an aggressive schedule to develop an I-

405 implementation plan to be included in the RTID and statewide funding processes.

Key schedule milestones include:

- Regional Input Due May 24, 2002
- Draft Plan Mid-June
- Final Plan Late-July
- RTID Approval Mid-August
- State Approval Mid-August
- County Approval Early-September
- Ballot Measure Mid-September
- Public Vote November 5

Guidance from Partners and Agencies to Date

As a part of the program's concurrence process, and in discussions with Executive Committee members, program staff received the following implementation guidance from partners and agencies:

- Explore all funding options, including transit providers
- There should be a direct relationship between state and regional packages
- Implementation plan should bring all the pieces of the I-405 program together
- Arterial and transit improvements should happen in north end if initial focus is on worst congested areas first.
- HOV, transit and TDM should be integral to implementation
- Sound Transit investments must be compatible
- Arterial improvements need to be integrated with freeway improvements

SUBCOMMITTEE RECOMMENDATIONS

At their May 22, 2002 meeting, subcommittee members reviewed, discussed and recommended the following implementation principles guide the development of an implementation plan for I-405.

Recommended Implementation Principles:

- **Fulfill the Vision** – *The I-405 implementation plan should reflect the vision and intent of the program's preferred alternative.*
- **Worst First** – *The most congested areas of the corridor should be the focus of early implementation efforts and investments.*
- **Finish Complete Logical Segments** – *Improvements should be made to their maximum and completed in distinct segments or sections.*
- **Geographic Investments** – *Investments should be made throughout the corridor to evenly distribute benefits as reasonably as possible.*
- **Modal Balance** – *The implementation plan should include all modes, transit,*

roads, TDM, working together as a comprehensive package.

- **Achieve Early Actions** – *Projects should be chosen for their ability to deliver benefits as soon as possible.*
- **Early Environmental Action** – *Early environmental improvements should be an essential component of initial implementation efforts.*
- **Minimize Overall Costs & Risks** – *Projects selected should provide opportunities to reduce costs and risks to schedule.*
- **Minimize Construction Impacts** – *The implementation strategy should minimize construction impacts to communities by avoiding repetitive work programs.*

Draft Implementation Concept

Subcommittee members reviewed and discussed several implementation concepts and supported a “balanced” concept to move forward for consideration and for more refinements by the Executive Committee. Over the next two months staff will evaluate refinements around the basic “balanced” theme, taking into consideration some elements that could be incrementally added to the program (see graphic on next page).

Key features of the balanced concept include:

- Consistency with preferred alternative vision
- Adds two lanes; completes logical segments: SeaTac to south Bellevue
- Addresses worst congested areas first
- Includes bus rapid transit, local transit improvements, park and ride lot expansions, and TDM investments
- Includes interim “hot spot” improvements in Kirkland, Bothell
- Staging minimizes overall costs
- Balanced investment to all modes
- Spreads geographic investments
- Supports complimentary investments
- Could deploy managed lanes in south; hot lanes in north

A special Executive Committee meeting has been scheduled for May 22, 2002 at Kirkland City Hall, to give Executive Committee members an opportunity to participate in this important discussion and provide feedback and refinements to this emerging implementation concept.

Draft – Implementation Concept

